

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Rumania	REPORT		25X1
SUBJECT	Port of Constanta	DATE DISTR.	9 September 1955	25X1
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Nautical Data

1. The approach to the harbor at Constanta conforms exactly to NEMEDRI and is not difficult to navigate. Harbor depths are all according to the Admiralty Chart. On the attached sketch, Point 1 is a shallow or shoal; Point 2 plots the course of entry into the harbor; Point 3 indicates where the ship anchored and turned; and, Point 4 shows the mooring position.

Shipping Wharves

2. The area at Point 5 is a shipyard, outlined by the marking -.-.-.-.-. Point 6 is a floating drydock with a capacity of about 6,000 tons. In the dock lay two lighters and a dredging machine. At Point 7, a freighter of about 5,000 tons was under construction. Beside the drydock, at Point 8, a freighter was being repaired. Since there was a freighter under construction, this wharf apparently is suitable for the building of new ships. Stone buildings, probably assembly sheds, were located at Point 9. At Point 10, there was a newly built slipway. A small slope or banking for tugs and other small craft is shown at Point 11. The Rumanian warship and two MTB's moored alongside were at Point 12.

Petroleum Harbors

3. In the old petroleum harbor, at Point 13, five ships can be loaded at the same time; two on the short branch and three on the long branch. In the old harbor there are five 10-inch petroleum pipe conduits above ground at a height of about five feet (sic). The conduits run completely through to the oil tank grounds.
4. In the new petroleum harbor, three ships can be loaded at the same time. The petroleum conduits, a total of six conduits of 10 inches each, are underground here and come up at the construction jetties. In the new harbor, as well as the old, are construction jetties. These jetties are located at Point 14, but are not marked on the Admiralty chart. The load capacity is about 200 tons. Loading and bunkering of fuel oil and diesel

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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oil is not possible because the same pipes are used for this. Canteens for harbor workers are located at Point 21.

Harbor Installations

5. At the new pier, Point 15, there were two cranes of five tons and two cranes of ten tons. Much wood is loaded here. At Point 16, there is a floating crane with a capacity of about 40 tons. On the pier at Point 17 there are three cranes of five tons.

Ships

6. Ships were berthed at the following points:

a. Point 18 - Rumanian passenger ship, TRANSYLVANIA.

b. Point 19 - various [] ships.

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c. Point 20 - four tugs (two steam and two motor tugboats), two small ice breakers and one naval tugboat [].

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Miscellaneous

7. A building was located at Point 22 which housed the harbor master, the customs, the shipping agent and an underground bar. The harbor exit is at Point 23. An open storage space was located at Point 24. At Point 25, there were four railway tank cars. A casino was located at Point 26.

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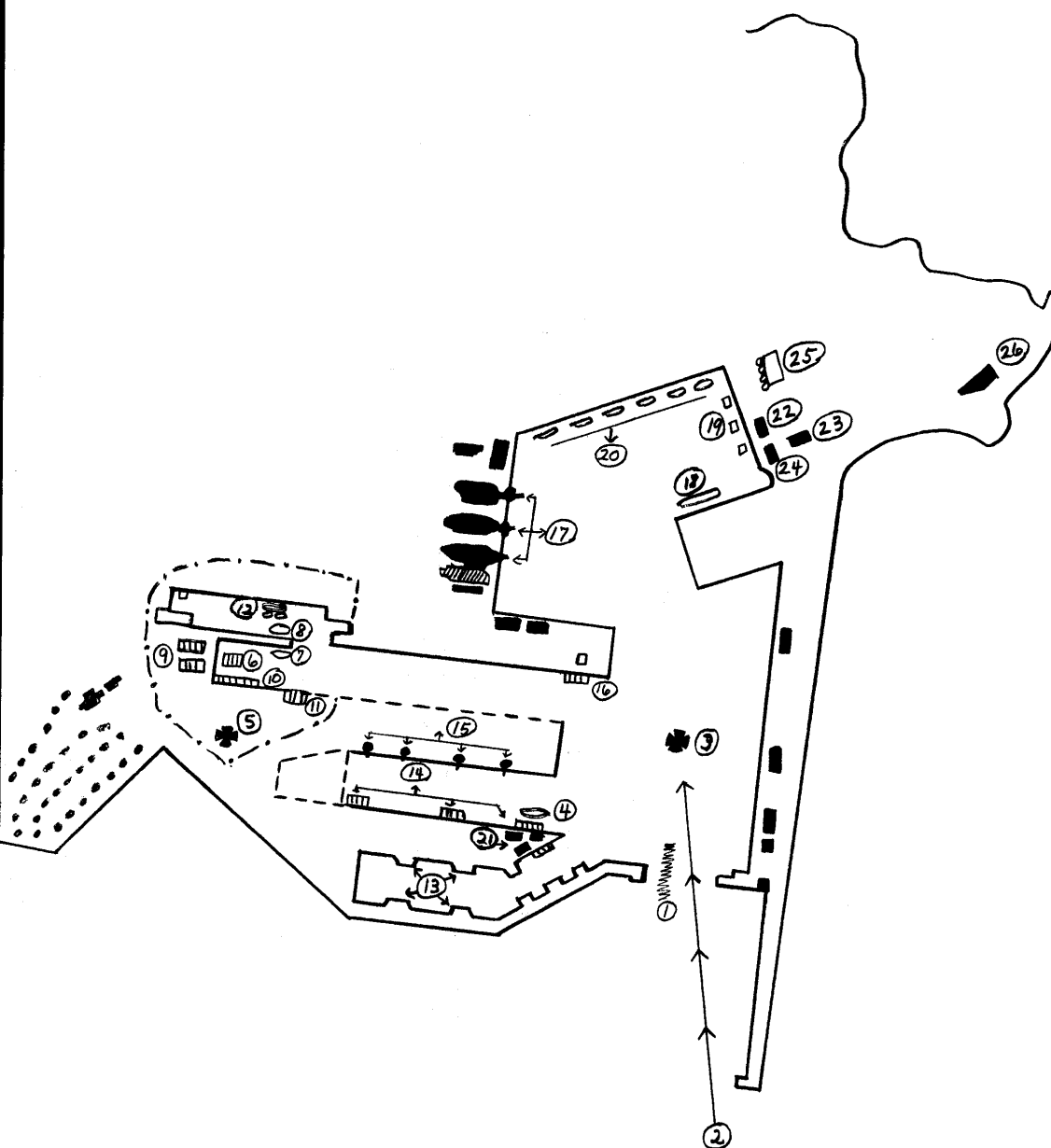
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